

/REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 3 NOVEMBER 2010

SUBJECT: Southport Cycle Town, East West Link

WARDS AFFECTED: Dukes / Kew

REPORT OF: Andy Wallis Director of Planning & Economic Development

CONTACT OFFICER: R S Waldron – Assistant Director Transport and Spatial Planning
Peter Hillsdon, Senior Assistant Transport Policy Officer, 0151 934 4808
Dave Marrin, Traffic Services Manager
0151 934 4295

EXEMPT/CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek Cabinet Member's approval for the proposed East – West cycle route along Portland Street, Southport.

REASON WHY DECISION REQUIRED:

Elected Members of Southport Area Committee were unable to agree to the proposal made by officers and in accordance with delegations approved within the Council's Constitution and the protocol agreed with Cabinet Member Technical Services and Area Committee Chairs in Spring 2002 for the progression of Capital Schemes, the decision has now been referred to the Cabinet Member.

RECOMMENDATION(S):

It is recommended that

- (i) Cabinet Member note the response to the consultation
- (ii) Cabinet Member approve the introduction of the 20mph zone, speed tables, mini roundabout and opening of gaps of the road closure on Lord Street for cyclists.
- (iii) The proposed build outs containing trees be omitted from the proposals due to the difficulties in introducing trees along Portland St.

KEY DECISION: No

FORWARD PLAN: Not applicable

IMPLEMENTATION DATE: None

ALTERNATIVE OPTIONS:

None available

IMPLICATIONS:

Budget/Policy Framework: None

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure	460,00 0			
Funded by:				
Sefton Capital Resources (LTP)	150,00 0			
Specific Capital Resources (Cycle Town)	310,00 0			
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y	31 st March 2011			
How will the service be funded post expiry?				

Legal: None.

Risk Assessment: N/A

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Creating Safe Communities	√		
3	Jobs and Prosperity	√		
4	Improving Health and Well-Being	√		
5	Environmental Sustainability	√		
6	Creating Inclusive Communities	√		
7	Improving the Quality of Council Services and Strengthening local Democracy		√	
8	Children and Young People	√		

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT:

Cabinet Member Technical services – Report of 11th August 2010 entitled Southport Cycle Town, East West Link
Southport Area Committee – Report of 26th May 2010 entitled: Southport Cycle Town, East West Link.

1.0 Background

- 1.1 Cabinet Member will be aware that a key element of the Southport Cycle Town project is to develop an East – West link which would link the Business Park, Hospital and housing at Kew to the town centre and seafront area.
- 1.2 Through funding secured as part of the project, routes have already been developed on Benthams Way, across the Newlands Country Park and across Portland Street playing fields. Traffic signals have also been provided at the junction of Portland Street and Cemetery Road.
- 1.3 The final part of the route is to further improve the route along Portland Street itself between the playing fields and Lord Street.
- 1.4 This section of Portland Street has been identified through the Urban Safety Management Programme as in need of safety improvements with a significant number of accidents occurring along its length. Many of these accidents are concentrated at the junctions along the road.
- 1.5 At the Cabinet Member Technical services meeting of 11 August 2010, Cabinet Member approved the further consultation for the East West link along Portland Street and authorised the undertaking of the necessary legal procedures.

2.0 Proposal

- 2.1 Following a previous consultation in September 2009 the scheme proposals have been amended to remove the proposed road closures and traffic calming features in the side roads.
- 2.2 Consequently, it is now proposed to progress the scheme as detailed in paragraph 8.4 of the report to the Area Committee of the 26th May but excluding the closure of Portland Street. To summarise the scheme would consist of:
 - 20mph zone between Duke Street and Eastbank Street/Soutbank Road including Portland. (There would be no physical measures introduced on the side streets)
 - Speed tables on Portland Street at the junctions with each of the minor side roads, with pinch points placed between each of the junctions, planted with trees/ shrubs to reduce traffic speeds and improve the environment.
 - Mini roundabout on speed table at junction of Portland Street/Shakespeare Street.
 - Opening up of gaps in central reserve of Lord Street to allow cyclists to cross from Portland Street to Coronation Walk.

3.0 Consultation Process

3.1 Consultation materials were distributed to 2221 residential and business properties within the area bounded by Duke St and Southbank Road/ Eastbank Street. These materials were distributed by PDC distribution during the week commencing 11 September to allow a minimum 3 week consultation period, ending 8 October 2010. The consultation materials are attached as Annex A for information. Concurrently with process, Traffic Regulation Orders were advertised to seek authorisation to introduce the 20mph zone and speed tables. As no properties are directly affected by the proposal to open up gaps on the central reserve, this was omitted from the consultation.

4.0 Results of Consultation

4.1 528 were returned from within the consultation area. This represents a response rate of 23.8 %, which is average for a consultation of this nature.

4.2 A further 93 responses were received from outside the area. These have been analysed separately

4.3 The responses of the 528 responses from within the consultation area are outlined below.

	Y	N
Q1 Are you in favour of the introduction of a 20mph speed limit across the area to reduce vehicle speeds	361	172
Q2 Are you in favour of the introduction of speed tables on Portland St to reinforce the 20mph speed limit	283	245
Q3 Are you in favour of the introduction of build outs and tress along Portland St	275	253
Q4 Are you in favour of the introduction of a mini roundabout at the junction of Shakespeare Street/ Portland St.	357	173

4.4 The responses of the from outside out outlined below

	Y	N
Q1 Are you in favour of the introduction of a 20mph speed limit across the area to reduce vehicle speeds	79	14
Q2 Are you in favour of the introduction of speed tables on Portland St to reinforce the 20mph speed limit	73	19
Q3 Are you in favour of the introduction of build outs and tress along Portland St	76	17
Q4 Are you in favour of the introduction of a mini roundabout at the junction of Shakespeare Street/ Portland St.	80	13

4.3 As the residents from Portland Street are those most directly affected by the proposals, the results from Portland Street have been analysed separately. The results of these are outlined below.

	Y	N
Q1 Are you in favour of the introduction of a 20mph speed limit across the area to reduce vehicle speeds	90	21
Q2 Are you in favour of the introduction of speed tables on Portland St to reinforce the 20mph speed limit	73	41
Q3 Are you in favour of the introduction of build outs and tress along Portland St	61	53
Q4 Are you in favour of the introduction of a mini roundabout at the junction of Shakespeare Street/ Portland St.	80	31

4.4 A number of comments were made by respondents. These included

- Speeding a major issue
- Road is a race track
- Tables not needed
- Will put more traffic on Duke Street / Eastbank Street / Southbank Road
- Waste of Money
- About time too
- Build outs will cause conflict
- Would affect businesses

- Loss of Parking around build outs
- Close the road
- Good Scheme

4.5 During the Public Consultation process the statutory advertising of the 20mph speed limit and speed tables has also been undertaken. These proposals have been advertised separately to the consultation on the overall scheme. The end of the 21-day objection period for the proposed restrictions was 13th October 2010. There have been no formal objections as part of this consultation process. However it should be noted that there were a number of responses to the public consultation which were against the introduction of these features as outlined above.

5.0 Emergency Services / Bus Operators Response

5.1 The Emergency Services, (Fire, Police, Ambulance) were consulted and they were provided with details of the local safety scheme. None raised any objections to the proposals.

5.2 Merseytravel was also contacted and they also raised no objections.

6.0 Amendments to the Proposals

6.1 During the public consultation process, the preliminary design of the scheme has been undertaken in parallel. Trial holes on site and discussions with statutory undertakers have raised issues with regard to the tree planting in the proposed built outs between the junction on Portland St. Due to the location of gas and water mains lying either side of Portland St, it would only be possible to introduce trees within the build outs at one location on Portland Street.

6.2 The proposed build outs have proven to be the least popular elements of the scheme with only 53.6% of the respondents being in favour of the introduction of the build outs containing trees. One of the main considerations behind the introduction of the build outs was in order to plant trees to green the street, break up sight lines and change the feel of Portland Street. Without the trees the build outs alone will not bring these benefits and the introduction of trees appears to be one of the main reasons why respondents to the consultation favoured the introduction of the build outs. Many of those residents, who were against their introduction, stated the removal of parking to be their main objection.

6.3 As it would appear that the presence of trees was the main reason residents were in favour of the build outs and due to the small majority of respondents in favour of their introduction, it is felt that if we were to re-consult on these features without trees, it is unlikely that there would still be a positive response. Due to this, their effect on parking and the fact that without trees the build outs do not fulfill their original purpose, it is proposed to omit these features from the planned works.

7.0 Recommendation

- 7.1 It is recommended that Cabinet Member approve the introduction of the 20moh zone, speed tables, mini roundabout and opening of gaps of the road closure on Lord Street for cyclists.
- 7.2 The proposed build outs containing trees be omitted from the proposals due to the difficulties in introducing trees along Portland St.

Sefton Council



www.sefton.gov.uk

Planning & Economic Development

1st Floor, Magdalen House
30 Trinity Road,
Bootle,
Merseyside, L20 3NJ

Date: 13th September 2010
Our Ref: TSU/0010DM
Your Ref:
Please contact: Peter Hillsdon
Contact Number: 0151 934 4808
Fax No: 0151 934 4532
e-mail: transport.planning@sefton.gov.uk

Dear Resident,

Re: Proposed East West Cycle Route and Associated Speed Management Measures

As you may recall in September 2009, Sefton Council consulted on proposals to develop an East / West cycle route along Portland Street together with accident reduction measures across the wider area. Following the consultation, Southport Area Committee rejected the overall proposals, primarily due to objections to the proposed road closures and the amount of traffic calming proposed in the wider area. Revised proposals have since been developed and these form the basis of this consultation.

The attached information and plans outline the revised proposals with the aim of improving safety for all road users. Attached is a proforma and pre-paid envelope for you to submit your comments and suggestions on the proposals by Friday 8th October 2010.

Yours Sincerely



Dave Marrin
Traffic Services Manager

Enc.

**PROPOSED EAST WEST CYCLE ROUTE AND ASSOCIATED SPEED
MANAGEMENT MEASURES
SOUTHPORT**

BACKGROUND

One of the key features of the Cycle Town proposals is to develop an East West Link across Southport, linking the Business Park, Housing, Hospital and schools at Kew, across the Newlands Community Woodland and into the town centre and seafront.

As you may recall in September 2009 Sefton Council consulted on proposals to develop this East / West Cycle route along Portland Street together with accident reduction measures across the wider area. At the time these proposals included the introduction of a signal controlled junction at Portland Street / Cemetery Road, including the closure of Portland Street on the North West side of the junction towards the town centre, together with further road closures and traffic calming within a 20mph zone.

Following this consultation Southport area committee rejected the proposals at a meeting on 18th November 2009, primarily due to objections to the proposed road closures and amount of traffic calming proposed in the wider area. Following this, revised proposals have been developed and these form the basis of this consultation. Permission was granted by the area committee to construct the proposed signal controlled junction of Portland Street / Cemetery Road, without the proposed road closure of Portland Street and this was completed in April 2010.

The aim of the East – West Link is to improve the environment within the area and to reduce the speed and amount of traffic. These improvements will provide all the residents within this corridor from Kew to the town centre with a pleasant route which will allow them to safely cycle and walk on many of their key journeys to shops, school, work, hospital, the town centre and leisure activities.

In addition to the cycle route proposals, over the last 3 years there have been 22 recorded injury accidents within the area between Duke Street and Eastbank Street / Southbank Road, resulting in injuries to 33 people, including seven pedestrians and one cyclist. The majority of these accidents are clustered at junctions along the length of Portland Street, making the area a high priority within the council's Urban Safety Management programme.

It is proposed to introduce measures which reduce traffic speeds and volumes across the whole area to reduce the number of accidents and encourage cyclists to use Portland Street as a key route between Kew and the town centre.

In order to reduce the number of accidents and reinforce the effect of the Cycle route along Portland Street, it is proposed to introduce a 20mph zone across the whole area, supported by speed management measures at the junctions along Portland Street. Along with this, a gap in the central reserve on Lord Street will be introduced

to allow cyclists to cross. There will be no road closures along Portland Street, or traffic calming measures along any of the side roads as previously proposed.

The enclosed plans show the measures to be introduced which directly affect your property, together with a plan outlining the overall proposals. There are further more detailed plans showing details of each of the individual elements along Portland Street and these can be viewed online at www.sefton.gov.uk/trafficschemeconsultations, or alternatively if you Email transport.planning@sefton.gov.uk with your name and address, we will send you a plan.

The purpose of this consultation is to seek your comments on the proposals.

The measures to be included within the proposed Cycle Route / Speed Management Scheme include :

- The reduction in the speed limit from 30 mph to 20 mph across the whole area between Duke Street in the South and Eastbank Street / Southbank Road to the north, with the exception of Cemetery Road.
- Speed tables at each junction along Portland Street, to reduce vehicle speeds and reduce accidents at junctions along the route.
- Pinch points consisting of build outs between each junction on Portland Street, planted with trees to reduce vehicle speeds and improve the local environment.
- Provision of a mini roundabout at the junction of Shakespeare Street and Portland Street to reduce the number of accidents at this location and make it easier for cyclists to cross Shakespeare Street.

Please complete the enclosed questionnaire and return it in the pre-paid envelope provided to reach us no later than Friday 8th October 2010.

Should you require any further information or more detailed plans, please contact Peter Hillsdon on 0151 934 4808 or email transport.planning@sefton.gov.uk. Minicom 0151 934 4218. Please telephone if you require this information in large print, or in any other format.

**Many Thanks,
Andy Wallis
Director of Planning & Economic Development**

PROPOSED EAST WEST CYCLE ROUTE AND ACCIDENT REDUCTION MEASURES

PORTLAND STREET, SOUTHPORT

QUESTIONNAIRE

Are you in favour of the following measures, as shown on the enclosed plans?
(Place a tick (✓) in the appropriate box):

	Yes	No
Introduction of a 20mph speed limit across the area to reduce vehicle speeds.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of speed tables on Portland Street to reinforce the 20 mph speed limit.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of build outs and trees along Portland Street to improve the local environment and reduce vehicle speeds.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of a mini roundabout at the junction of Shakespeare Street/ Portland Street.	<input type="checkbox"/>	<input type="checkbox"/>

Comments (continue overleaf if necessary):

.....
.....
.....
.....

Name:

Address:
.....
.....
.....

Please complete and return in the pre-paid envelope provided, to reach us no later than **Friday 8th October 2010.**

If you prefer to complete this form on-line please log onto www.sefton.gov.uk/trafficschemeconsultations

Andy Wallis
Director of Planning & Economic Development



KEY

1. PROPOSED SPEED TABLE IN ASPHALT CONCRETE AT JUNCTIONS



2. PROPOSED SPEED TABLE IN PATTERN IMPRINTED ASPHALT



3. BOUNDARY OF PROPOSED 20mph ZONE



4. PROPOSED ONE-WAY BUILT-OUT WITH TREE FEATURE



4. PROPOSED NON-ILLUMINATED SIGN TO BE SINGLED AT ANEWAY OUTTHROCK TO 20mph ZONE. SIGNS TO BE DETAILLED BACK TO BACK ON SINGLE POST.








SIGN TO CONFORM 20 SIGN TO CONFORM 30


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REV	DATE	BY	CHKD	APPROV
 Sefton Council CAPITA SYMONDS "Working In Partnership With Sefton Council" info@capitasymonds.co.uk 0151 494 4444 10, 11 & 12, 14-16, 18-20, 22-24, 26-28, 30-32, 34-36, 38-40, 42-44, 46-48, 50-52, 54-56, 58-60, 62-64, 66-68, 70-72, 74-76, 78-80, 82-84, 86-88, 90-92, 94-96, 98-100, 102-104, 106-108, 110-112, 114-116, 118-120, 122-124, 126-128, 130-132, 134-136, 138-140, 142-144, 146-148, 150-152, 154-156, 158-160, 162-164, 166-168, 170-172, 174-176, 178-180, 182-184, 186-188, 190-192, 194-196, 198-200, 202-204, 206-208, 210-212, 214-216, 218-220, 222-224, 226-228, 230-232, 234-236, 238-240, 242-244, 246-248, 250-252, 254-256, 258-260, 262-264, 266-268, 270-272, 274-276, 278-280, 282-284, 286-288, 290-292, 294-296, 298-300, 302-304, 306-308, 310-312, 314-316, 318-320, 322-324, 326-328, 330-332, 334-336, 338-340, 342-344, 346-348, 350-352, 354-356, 358-360, 362-364, 366-368, 370-372, 374-376, 378-380, 382-384, 386-388, 390-392, 394-396, 398-400, 402-404, 406-408, 410-412, 414-416, 418-420, 422-424, 426-428, 430-432, 434-436, 438-440, 442-444, 446-448, 450-452, 454-456, 458-460, 462-464, 466-468, 470-472, 474-476, 478-480, 482-484, 486-488, 490-492, 494-496, 498-500, 502-504, 506-508, 510-512, 514-516, 518-520, 522-524, 526-528, 530-532, 534-536, 538-540, 542-544, 546-548, 550-552, 554-556, 558-560, 562-564, 566-568, 570-572, 574-576, 578-580, 582-584, 586-588, 590-592, 594-596, 598-600, 602-604, 606-608, 610-612, 614-616, 618-620, 622-624, 626-628, 630-632, 634-636, 638-640, 642-644, 646-648, 650-652, 654-656, 658-660, 662-664, 666-668, 670-672, 674-676, 678-680, 682-684, 686-688, 690-692, 694-696, 698-700, 702-704, 706-708, 710-712, 714-716, 718-720, 722-724, 726-728, 730-732, 734-736, 738-740, 742-744, 746-748, 750-752, 754-756, 758-760, 762-764, 766-768, 770-772, 774-776, 778-780, 782-784, 786-788, 790-792, 794-796, 798-800, 802-804, 806-808, 810-812, 814-816, 818-820, 822-824, 826-828, 830-832, 834-836, 838-840, 842-844, 846-848, 850-852, 854-856, 858-860, 862-864, 866-868, 870-872, 874-876, 878-880, 882-884, 886-888, 890-892, 894-896, 898-900, 902-904, 906-908, 910-912, 914-916, 918-920, 922-924, 926-928, 930-932, 934-936, 938-940, 942-944, 946-948, 950-952, 954-956, 958-960, 962-964, 966-968, 970-972, 974-976, 978-980, 982-984, 986-988, 990-992, 994-996, 998-1000				
PROJECT NAME: PORTLAND STREET CYCLE IMPROVEMENTS				
CONSULTATION PLAN Drawing No: GENERAL LAYOUT				
CLIENT: AR AR CJ				
DATE: AUG 10			DRAWN BY: N.T.S.	
PROJECT NO: CS-036366-20				



- KEY**
1. PROPOSED SPEED TABLE (UNFINISHED CONCRETE AT JUNCTION)
 
 2. EXTENT OF PROPOSED Speed ZONE
 
 3. PROPOSED ON STREET BUILD-OUT WITH TREE FEATURE (REFER TO DRAWING REC. CS-40000-10-00 FOR DETAILS)
 
 4. PROPOSED SIGN - 1.1 LIMITED SIGNS TO BE DISPLAYED AT JUNCTION ENTRANCE TO Speed ZONE. SIGNS TO BE DISPLAYED BACK TO BACK ON SINGLE POINT
 
- 

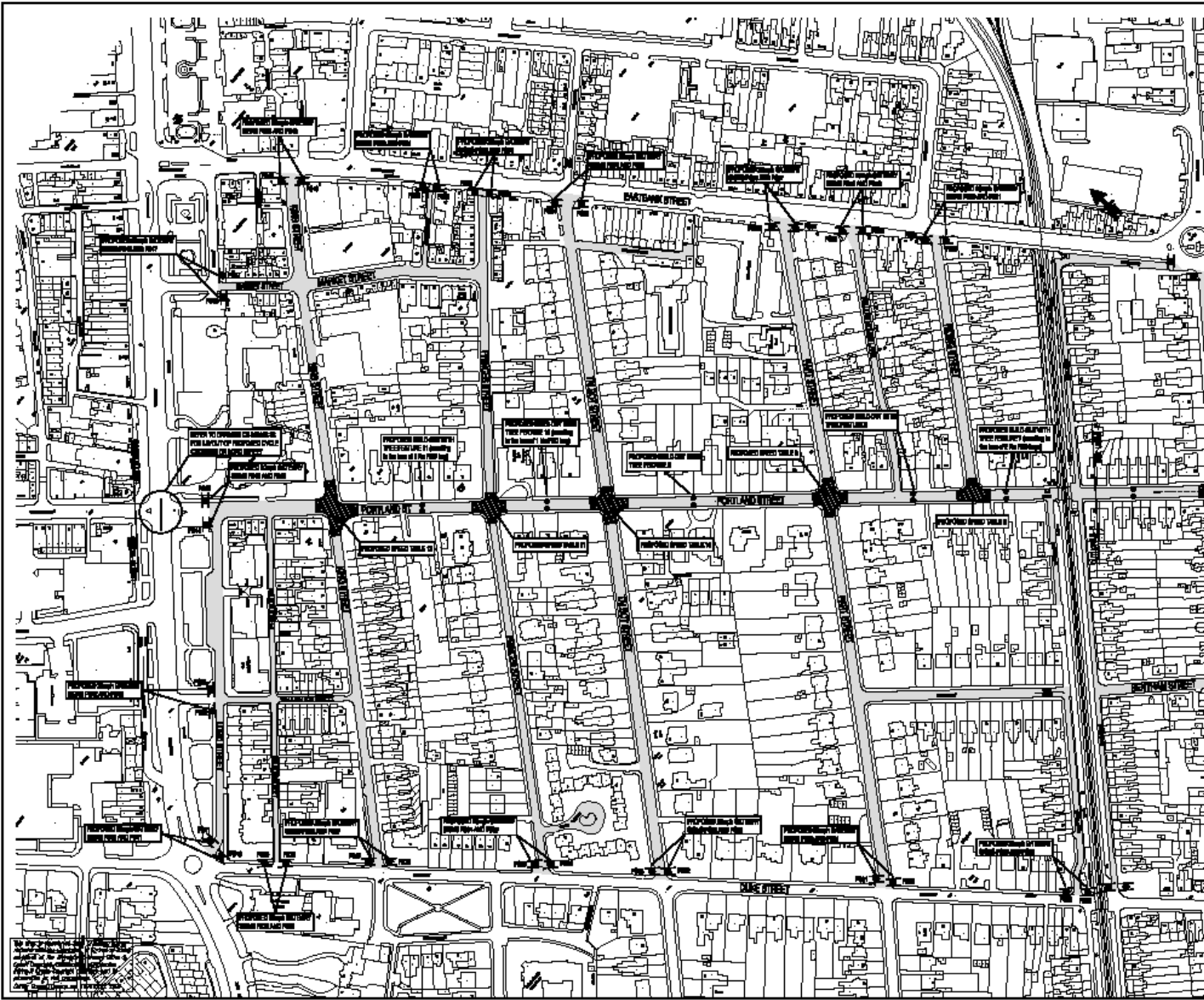
20
ZONE









30
SPEED LIMIT
- 1000 TO 1200MM H₁ 1000 TO 1200MM H₂

All work is intended for Council Budget subject to the approval of Council. Plans are subject to the approval of the Council. Council Officers will be responsible for the implementation of the proposals. Other Council Officers will be responsible for the implementation of the proposals.

Sefton Council	CAPITA SYMONDS			
<i>"Working In Partnership With Sefton Council"</i>				
<small>Member of the Sefton Council Group</small>				
<small>100 Sefton Road, Sefton, Merseyside, L35 9EF</small>				
<small>0151 522 2222</small>				
<small>www.sefton.gov.uk</small>				
PORTLAND STREET CYCLE IMPROVEMENTS				
PRELIMINARY DESIGN				
GENERAL ARRANGEMENT				
SHEET 1 OF 2				
AR	AR	CJ	AUG 10	
CS-036368-10			1:1000 (A1)	



- LEGEND**
1. PROPOSED SPEED TABLE IN ASPHALT/CONCRETE AT INTERSECTIONS

 2. EXENT OF PROPOSED 30mph ZONE

 3. PROPOSED ON STREET BUILT-UP WITH THESE FEATURES (REFER TO SPECIFICATIONS, CD-COMM-08-17 FOR DETAILS)

 4. PROPOSED NEW 8-11mm GRANITE CURBS TO BE INSTALLED AT INTERSECTIONS TO ADAPT TO 30mph ZONE. SIGNS TO BE INSTALLED BACK TO BACK ON BUILT-UP CURB.

- TRAFFIC SIGNS**
- 
- 
- SEE TO CHANGE ON SIGN TO CHANGE ON

Rev	Description	Date	Drawn	Checked	Approved

Sefton Council
CAPITA SYMONDS
"Working In Partnership With Sefton Council"
Industrial City, Southampton, Hampshire, UK
 Tel: 01703 631 000 Fax: 01703 631 001

PROJECT LOCATION:
 PORTLAND STREET, SEFTON, SOUTHAMPTON DISTRICT

PROJECT:
**PORTLAND STREET
 CYCLE IMPROVEMENTS**

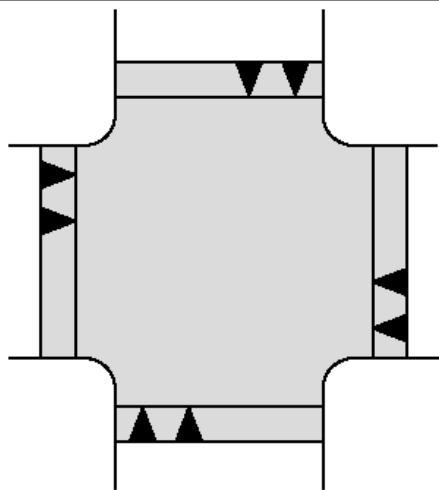
DESIGN STAGE:
**PRELIMINARY DESIGN
 GENERAL ARRANGEMENT**

SHEET 3 OF 8

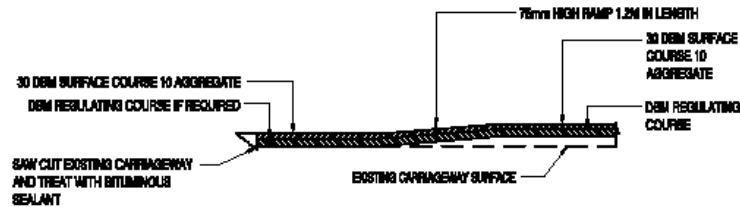
Author	Drawn	Checked	Date
AR	AR	CJ	AUG 10
Project No.	Scale		
CS-038368-12	1:1250 (A1)		

NOTES

1. All dimensions are in millimetres unless otherwise stated.
2. All dimensions are to the centre of the line unless otherwise stated.
3. All dimensions are to the face of the curb unless otherwise stated.
4. All dimensions are to the face of the kerb unless otherwise stated.
5. All dimensions are to the face of the kerb unless otherwise stated.
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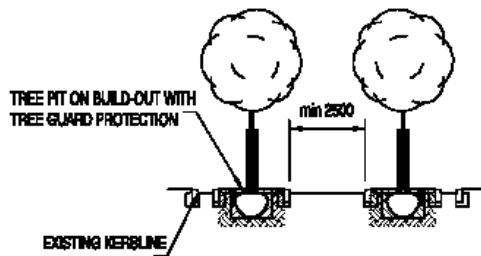


TYPICAL DETAIL
SCALE 1:100

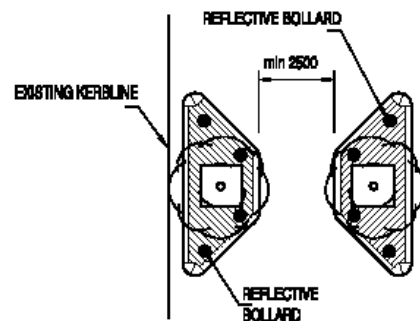


CROSS SECTION RAMP

TYPICAL SPEED TABLE FEATURE



TYPICAL ELEVATION
SCALE 1/100



TYPICAL PLAN
SCALE 1/100

ON-STREET TREE FEATURE

KEY



NOTES

1. FINAL LOCATION OF TREE FEATURES TO BE DETERMINED BY LOCATION OF ADJACENT OFF-STREET PARKING FACILITIES.

Rev	Description	Date	Drawn	Approved

Sefton Council
CAPITA SYMONDS
'Working In Partnership With Sefton Council'
Incorporating Capita, Mott MacDonald, W J Kelly, Bostock, BSMW

PETER MOORE
ENVIRONMENTAL AND TECHNICAL SERVICES DIRECTOR

Phase
PORTLAND STREET
CYCLE IMPROVEMENTS

CONSULTATION

Drawing Title
TYPICAL SPEED TABLE AND
BUILD-OUT FEATURES

Revisory

Designed	Drawn	Checked	Date
AR	AR	CJ	SEP 10
Drawing No.	Rev	Scale	
CS/038386-19		N.T.S.	